

HONGKONG AND SHANGHAI
BANK SPORTS.

INTERESTING CONTESTS.

The great day of the year for the Athletic Club of the London office of the Hongkong and Shanghai Bank came round again on Saturday, 19th ult., when the annual sports were held in the pleasant field of the club at New Beckenham, and an interesting series of races were contested with much enthusiasm by the younger members of the staff. The somewhat doubtful character of the weather earlier in the day kept away a number of friends who would otherwise have been present for the occasion, but unfavourable weather was fortunately not a factor, and the entire programme was carried out under very pleasant conditions, with even an occasional glimpse of the sun. Those members of the staff less inclined to participate in the public contests gathered in good numbers, together with many other friends of both sexes, to cheer the competitors on to victory and applaud the prize-winners, so that in all a very fair gathering occupied the seats facing the course. Among those present may be mentioned Mr. and Mrs. A. M. Townsend, Master and Mrs. Addis, Mr. V. C. Murray, Dr. Macdonald, Mr. Blackie, Mr. Murray, Mr. Harris, Mr. Horace Harwood, Mr. Dick, Mr. Lambert, Mr. Moss, and Mr. Trowdell. A large marquee had, as usual, been erected, from which tea and other refreshments were served in the course of the afternoon, and the musical programme rendered by the band was much appreciated.

Turning to the actual races, the quarter-mile scratch produced an interesting tussle. Sharp seemed an almost certain winner, but with a plucky sport Walter passed him in the last 50 yards and won by a head. In the half-mile handicap J. S. Lloyd, who was placed scratch, made a determined effort, and at one stage gained and held the premier position, but it was only for a second or two. Cooke, who started with 20 yards' advantage, came right away in the last lap, and ran home a fairly easy winner. Considerable interest was evinced in the high jump, in which Lyon-Mackenzie, Wood and Sharp gave good exhibition and were heartily applauded. At length the latter fell out, and Lyon-Mackenzie and Wood tied at 4 ft. 11 in. The subsequent match ultimately gave the prize to the former competitor. London appeared to be the favorite for the one mile scratch event, and almost to the last round he led the field. Then, however, Sharp, who had stuck close to his heels, shot past him in the last lap, and won by two or three feet only in 5 min. 25 sec. The programme ended with an exciting tug-of-war between international teams. Amidst loud cheers the Scots ultimately proved the superior team, though honours were keenly contested by the Englishmen.

At the conclusion Miss Townsend, who received from Miss Joan Dew, daughter of Mr. P. R. Dew, a beautiful bouquet of flowers, gave away the prizes, which included a number of fine silver cups. Mr. W. Walter, with 19 points, easily qualified to hold the Challenge Cup for the coming year, and was given a warm reception. Mr. Blackie expressed thanks to Mrs. Townsend for her presence, and three cheers were heartily given to endorse his words. A cheer was also given for Mr. Addis and other patrons and friends, and thus a highly successful meeting came to a conclusion. Appended are the full results of the various events:—

100 Yards Scratch (1st prize presented by Mr. A. M. Townsend): M. W. Walter, 1; W. J. Beatty, 2; Time, 10.1/5 sec.

Putting the Weight (1st prize presented by Mr. W. Adams Oram): M. W. Walter, 1 (distance, 29 ft. 9 in.); W. McCulloch, 2.

Quarter-Mile Scratch (prizes presented by Mr. Carl Meyer and Mr. G. W. Burd): M. W. Walter, 1; U. P. Sharp, 2; W. Beatty, 3; Time, 57 sec.

Half-Mile Handicap (prizes presented by Sir Thos. Jackson, Bart., C. F. Cooke (10 yards), 1; W. N. Lowe (10 yards), 2; J. S. Lloyd (scratch), 3.

High Jump (1st prize presented by Mr. Horace Harwood): G. Lyon-Mackenzie, height, 4 ft. 11 in.; M. W. Wood, 2.

300 Yards Handicap (1st prize presented by Mr. Cecil Guinness): W. N. Lowe (5 yards), 1; M. W. Walter (scratch), 2; W. J. Beatty (8 yards), 3; Time, 35.2/5 sec.

Long Jump (1st prize presented by Mr. John MacLennan): M. W. Walter, 1; distance, 18 ft. 9 in.; W. N. Lowe, 2; 17 ft. 8 in.

Children's Race: George Addis, 1; Susan and Robina Addis, 2; V. and Jessie Tolhurst.

One-Mile Scratch (1st prize presented by Mr. C. E. Addis): M. P. Sharp, 1; W. H. Lendon, 2; M. W. Wood, 3; Time, 5 min. 25 sec.

The officials were: Starter, W. C. Hayne; Judges, Messrs. K. F. Gordon and W. C. Bayne; Timekeeper, D. H. Barlow; Stewards, Messrs. A. Moxley, W. Fraser, P. R. Lew, W. Fraser, hon. treas. er.

UNREST IN SOUTH CHINA.

CONSUL FURNATED CONTRADICTIONS ALARMIST RUMOURS.

A telegram from Mr. Funatsu, Japanese Consul-General at Hongkong, to the Foreign Office, published in the *Japan Chronicle*, states that newspapers in Hongkong are circulating reports to the effect that owing to a drought prevailing in that part of China signs of unrest are evident among the people. A Peking telegram has been published in the *China Press* in Hongkong, continuing the Consul-General's to the effect that an attempt having been discovered to smuggle rice into China, the Viceroy of Kwangtung has asked the Peking Government for instructions as to the course to be pursued in any emergency that might be caused by the high price of rice. This telegram seems to have given rise to the disquieting reports. According to the observations of business-men in Hongkong, however, everything has been quiet in South China, and no signs of an uprising are in sight. The advance in the price of rice is due to the fact that 40,000 piculs of rice were shipped at one time to an order from the Yangtze valley, where fears were entertained of a famine. There is no cause to fear a general uprising in South China. This view, concludes Mr. Funatsu, is borne out by the fact that cotton yarn business in Hongkong, which has always been remarkably active, has not been affected by the outbreak of a disturbance, remains un-
changed.

CANTON OPIUM MONOPOLY.

"STRAITS TIMES" COMMENT.

We have not at our disposal a sufficiency of reliable information to justify us in saying whether the re-grant of the Canton opium monopoly is a breach of treaty rights or not, writes the *Straits Times* editorially. It is so described in the statements of the Bombay merchants, who are very deeply concerned, and there does not appear to be any doubt that, if no effective representations are made, enormous losses will be suffered by a great many large dealers, and the Indian public revenue will suffer also. There are a certain number of people who maintain that the rule of all who engage in such trades as the production and sale of opium or alcoholic liquors is a matter for rejoicing, because they regard such trading as in itself a

CRIME AGAINST SOCIETY.

They have no greater warrant for that view than a Chinese crowd has when it murders a few missionaries as a protest against the inequity of preaching doctrines contrary to so sacred a thing as the worship of ancestors. When a demand for any article exists, the traders who supply it have a responsibility which begins and ends with perfectly honest dealing. Some people have so great a repugnance to fifth diets that they put the butcher on a lower scale than the brewer. There is, in fact, no positive rule by which a moral standard can be set for the trader. Flesh diet in moderation is good; liquors in moderation may be good also; opium under certain conditions is one of the greatest boons known to man. It stands at the top of all the medicines, quinine perhaps, coming next. If the amount of suffering relieved by the drug were set against the amount of suffering produced by excess, the good might be found to greatly outbalance the evil. The determination of what is right and wrong is not for the trader, but for governments acting under expert medical advice. We have a right, therefore, to insist that the trader should be

FAIRLY DEALT WITH.

whatever the thing he deals in, if that thing is not expressly prohibited by law. When the Imperial Government accepted the view that the Chinese Government honestly desired to put an end to opium-smoking, a mutual agreement was entered into that India should gradually diminish cultivation so as to cease altogether in a period of ten years. China undertook simultaneously to reduce the area planted within her own dominions, so that there would be clear proof of her bona fide purpose. There is no need to question the sincerity of what has been done in China with regard to stoppage of poppy growing. It may have been in excess of what was promised, or it may have been less. The ten-year term under the agreement, however, must be respected. In the opinion of the best authorities, it would be impossible to stamp out the habit in a few years, and that without doing more harm than good, and until the period expires, China is bound by every law of fair dealing to let the traders take advantage of it for winding up their businesses and finding new ways of employing their capital.

But there is a section in China which grudges the share of

PROFIT UPON OPIUM.

that goes to foreigners, and desires to exclude the Indian supplies so that those who manage the opium departments of the government may have a monopoly to deal with. Against that it is the duty of the British Government to protest most strongly. If China believes that the opium habit can be stamped out in less than ten years, it is her duty to go formally to the British Government with suitable representations on the subject, and we do not doubt that they would receive the most favourable consideration. It is the very sincere wish of England and of India to have quite done with a business which causes infinite pain and misunderstanding, and though the sacrifice already made has been great a final effort would be made cheerfully if the need of it were obvious. Let us not forget, however, that

CORRUPTION IS ALMOST UNIVERSAL in Chinese official quarters, and that a great many officials are finding the amount of attention that is given to opium extremely embarrassing. They know quite well that the moment the import of opium ceases their attention will cease also, and afterwards they can manipulate supplies and prices entirely to suit their own ends. We are not anti-opiumists, but if we were, this point would not escape our observation, and we should consider it a very grave disadvantage to let the foreign trade be throttled before the home sources of supply have been practically extinguished also. The value of foreign interest, and close watching of all that is being done, is a most important means contributing to the destruction of the traffic by easy, safe stages. Undoubtedly some of the best men in China are intent on stamping out cultivation, but even the Chinese themselves admit that obedience to the Imperial decrees has not been uniform, and that the

TRAFFIC STILL FLOURISHES in many quarters. It offers unique opportunities of personal enrichment to highly placed officials, and the people are quite content to ignore official lapses provided they can get their favourite drug on less onerous terms than are contemplated by the regulations made at Peking. If the grant of the Canton monopoly is contrary to treaties, it should be resisted with the utmost vigour. Everyone, even the opium merchants, will be relieved, when the ten years period comes to an end, for there has been a good deal of wild speculative business. If the Chinese care to go on cultivating the poppy when India has ceased doing so, we shall regard that as a matter concerning themselves, and shall be free from the accusation of "profiting by a nation's depravity." But, for the present, we have a right and a duty to insist on strict adherence to the agreement.

A CHINESE report says that the anti-opium Commissioners have decided that beginning from the next year violation of the opium prohibition by officials or the people shall be made a criminal offence punishable with imprisonment. It is also stated that "Prince Yi Lung has detailed one hundred soldiers to act as detectives against opium-smoking, among the troops in the capital."

CHINESE EMIGRATION.

A REVENUE-RAISING SOURCE.

Considering the present, but still more the future difficulties that must lie in the way of constructing the annual Budget of the Colony, difficulties that are not of the making of the Colony nor of its Government, but due to the simple fact that our Parliamentary system in the United Kingdom still permits of fiscal dictation as to our excise revenue—we are induced, by a glance at the emigration and immigration returns of the Hongkong Marine Department Report, to suggest that a very considerable revenue-bearing source remains as yet unexploited, remarks the *Singapore Free Press*. That is the alien Asiatic population that comes here, to get all the advantages of ready employment in the great industries, mining, agricultural, and general, of the Malay Peninsula, and when enough money has been made, returns to China; its place of origin, either to spend a holiday, or to remain altogether. The Malay Peninsula is now, and perhaps will be in the future to a great extent, El Dorado of the unskilled dishevelled-looking Chinese yokels who pour into the Colony and the Federated Malay States from Amoy, Swatow and other ports of Chinese emigration. It cannot be said that in their native Chinese province these men lead happier lives, enjoy a greater relative comfort, are more sure of their daily rice, and receive a complete protection from the law and from direct official exactions, than they do under direct British rule, or the rule of Native Malay Sultans and Rajahs enjoying the benefit of British advice and British departmental organization. It may with truth be asserted that in every respect the average Chinese coolie better himself immeasurably by emigration into the Malay Peninsula. And he enjoys all the advantages that a settled civilization can give, including the impartial protection of the law, without, except he chooses, paying anything at all in the way of taxation for all these very tangible benefits. These benefits and all the value of the various opportunities of improving his fortunes that even the lowest coolie has at disposal, should justify some small return in the form of taxation towards the outlay on administration. Unless the Chinese immigrant is a consumer of opium, or, as is now becoming much more likely, a consumer of native or imported liquors, he cannot be said to pay any taxation at all. And as to Municipal rates, only a very microscopic share of these burdens can be paid by him, however indirectly. It seems to us that in equity to the Government and to the other sections of the community, it would be just to try to discover some way by which that very numerous class of the population that remains alien should be made to contribute to the revenue, but not to any greater extent than could be afforded to be proportionally fair. The happy moment for levying such a modest tax, would be when the alien Chinaman goes back to his motherland with his savings, whether he actually takes them with him, or has remitted them through some of the regular channels for despatching money to China. The matter is one that would require some investigation before any attempt to give it legislative form should be made. Perhaps the Government, as being naturally anxious to acquire revenue, especially where no reasonable objection could be made on the score of unfair incidence, might make a preliminary investigation of its own into the possibilities of levying what would be an outgoing capitation tax, which we have already suggested under the name of an *exit tax*. Then perhaps a Committee of the Legislative Council might further examine the question with the view of making recommendations. It will be remembered however with regard to the Hongkong statistics that the returning emigrants come to Hongkong from many places besides the Malay Peninsula, although this region is sure to contribute the larger proportion as being the favorite outlet for Chinese emigration. There will be those returning from Sumatra and Java, Burma and Ceylon, Siam, Indo-China, and the Philippines to take into account, with a certain proportion from Australia and Hawaii, all likely to make Hongkong their first port of arrival. Such a tax could not in any way operate as a deterrent to the immigration from China that is becoming more and more necessary to the well-being and prosperity of the Malay Peninsula. It would perhaps be felt to be rather an inducement than otherwise if a poverty-stricken Chinese coolie in Swatow were told that when, in a few years he would be coming back to China with a thousand dollars or so, it would be his duty to give ten, or twenty of that to the Government to requite it for his getting this splendid opportunity. He would think rather of his chances than his ultimate trifling liability. And he could easily get out of that by not returning to China at all. Voluntary taxation again. The idea is, we believe, worth looking into, for it might be well worth the trouble of adopting. This is the passage in the Report dealing with Hongkong emigration and immigration:—

Seventy-seven thousand four hundred and thirty emigrants left Hongkong for various places during the year 1909. Of these 52,923 were carried in British ships and 24,507 in Foreign ships. These figures show an increase, compared with those for 1908, of 6,349 (or 8.93 per cent.) which may be accounted for by the return of the business to normal conditions, and to the resumption of emigration to Banks and Billiton.

It may be well to note the increasing proportion of emigrants carried in Foreign vessels. This appears to be due to the increasing number going to Hawaii, who can only travel in United States ships, as well as to the resumption of emigration to the Dutch Indies which is carried in Dutch vessels. One hundred and forty-four thousand eight hundred and twenty-one returning emigrants are reported to have been brought to Hongkong from the several places to which they had emigrated, either from this Colony, or from coast ports, and against 177,000 in 1908. Of these 100,000 arrived in British ships, and 177,000 in Foreign ships.

COMMERCIAL.

June 18th, 1.30 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Alfa	6/6
Anglo-Java	28/6
Balgownie	—
Batu Tiga	—
Bertams	—
Bukit Kajang (pp.)	—
Bukit Rajahs	—
Caray United	25/- prem.
Castlefields	125/-
Changkat Srdangs	—
Cheras	—
Damansara	167/6
Eastern International	35/- prem.
Fed. Selangor	—
Glenagaly	85
Glenashle	—
Goldcoast	130/-
Golden Hope	—
Highlands and Lowlands	131/6
Indragiri	335
Isch Kenneths	—
Jequies	—
Jonglandon	—
Kamunings	85/- prem.
Kuala Lumpur	85/-
Lansdown (fully paid)	—
Lansdown (ppd.)	—
Labas	—
Ledbury	97/6
Loggiss	58/6
London Asiatics	51/3
London Ventures	71
Merlimas	—
Pajamas	564
Pegohs	543
Rubber Trusts	47/6 prem.
Sagras	—
Sandycrofts	539
Sapongs	—
Seafields	—
Sekongs	3 1/6 prem.
Shelfords	70/-
Singapore & Johore	220
Sumatra Paras	—
Sungei Chohs	117/6
Sungei Kapers	173
Tandjongs	55/- prem.
Tangkab	223/5 prem.
Toerangis	5/- prem. nom.
Ulu Ran	—
United Serdang	130/-
United Singapore	53
United Sumatras	106
United Langkats	—
Pera Rubber	19/6 per lb.

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Ayer Panas	512
Balgownie	19
Changkat Srdangs	14
Glenagaly	275
Indragiri	27
Pajamas	17
Pegohs	43
Sandycrofts	40
Singapore & Johore	18
United Singapore	3

CHINA'S INDUSTRIES.

FACTORIES HUMMING IN THE FAR EAST.

If present conditions continue for the next quarter of a century, we will hand over our greatest industries to China and Asia.

This is the opinion of the English economist, Mr. Moreton Frewin. He believes that the depreciation of gold is responsible for the present high cost of living and says that its most serious aspect was the stimulating effect it is having on the industrial development of Asia, which is a menace to western civilisation.

He says: "If the rise of gold prices continues during the next quarter of a century, as I believe it will, we shall hand over the control of many great industries, such as steel and coal, cotton, leather, and jute, to an awakening China."

"Three years since the price of a ton of pig iron (f.o.b. at Hankow) was 16½ taels, which at the then rate of exchange cost the American buyer 15 dol. gold, but to-day, while the silver price is the same, it costs the American buyer only 10 dol. gold. In the new tariff bill the only duty on pig iron is 2 dol. a ton less, so that the American buyer of Chinese pig has positively an advantage since 1907 of 7 dol. per ton on what, including sea freight to San Francisco or Seattle, is only a 15 dol. proposition."

"Within the past few months a steel rolling mill has commenced to roll rails of the highest quality at Hankow. The wages paid per hand in the mill are one-fifteenth of the wage at Pittsburgh, and the efficiency of this skilled patient Chinese labour is, I understand, estimated by Mr. Watson, an Inspector of the United States Steel Corporation, at 90 per cent the efficiency of the highly-paid skilled white worker in Pittsburgh. The wages of coal miners in China and of ordinary unskilled coolie labour there is much lower still; not more than six to eight cents per day, gold."

"In the cotton trades, again, a veritable revolution appears to be going forward. There came the great break in the price of silver in 1907, and Professor Parker has just pointed out in a lecture at Manchester, England, that the sales of cotton yarns by the Shanghai mills were 60 per cent greater in 1908 than the preceding year. The very walls of your foreign Exchanges here are polished by this quite novel condition, for it must be admitted that if Europe cannot sell in Asia Europe cannot buy from America. In my short memory the Hongkong Exchange on London or New York has fallen from fifty pence to twenty pence. It is a very queer sort of export when our working class begin to rival them."

Today's
Advertisements.

NOTICE TO CONSIGNERS.

THE P. & O. S. N. Co.'s Steamer
"POONA"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,
Superintendent.

Hongkong, 21st June, 1910.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to Tawau, Lahad Datt, Labuan, Jolo and Menado.

THE Steamship

"BORNED"

Captain F. Sembill, (ready to load on Wednesday, p.m.) will leave on THURSDAY, the 23rd instant, at 6 P.M.

For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.

Hongkong, 21st June, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATON APCAR"

Captain W. D. A. Thomas, will be despatched for the above Ports on SATURDAY, the 25th June, at 5 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 21st June, 1910.

MESSAGERIES MARITIMES.

ANNUAL MEETING.

The general meeting of shareholders of the Compagnie des Messageries Maritimes was held on the 23rd ultimo in Paris, M. André Lebon presiding. The balance of receipts over expenditure in 1909 was Frs. 9,651,354, compared with Frs. 8,964,588 for 1908, and this in spite of the decrease in receipts caused by the strike, which fact makes this increase of Frs. 686,766 a cause of some satisfaction. Out of the balance mentioned a sum of Frs. 2,443,888 goes to the payment of interest on bonds. The accounts were approved by shareholders; M. M. André Lebon and Ch. Cambefort were re-elected directors for six years, and M. de Sémallé and Roger Lambelin were appointed commissaries. In giving an explanation on the subject of the adjudication of the postal service now carried on by the company, M. Lebon anticipated long negotiations, but in view of the necessity for the company applying for the concession to furnish a security which might amount to Frs. 5,000,000, the meeting authorized the Board to contract hypothecary loans upon some of the company's properties.

Events Coming.

Thursday, 23rd June.

Auction sale, Hughes and Hough, 2.30 p.m.

Intimations.

OHRESE

MILD CANADIAN STULTON

60 cents per lb.

THE

DAIRY FARM CO.,

LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.
Note Price Lists.

"ASAHI" & "SAPPORO"

Beer
per case 4 doz. qtals.
\$12.00

per case 6 doz. pils.
\$13.50

To be obtained at all Retailers.

Hongkong, 21st June, 1910.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher in European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 21st June, 1910.

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by
A CHEE & Co.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS AND FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 19th June, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the rates of subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional 5/- per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies: Daily, 10 cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Miscellaneous subscribers as heretofore.

By Order,

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 21st June, 1910.

THE COMET

has almost disappeared but H. Price and Co.'s establishment is still here,

and you can always rely on getting from them the best value in

ALES,
STOUTS,
WINES,
SPIRITS,
CIGARS, ETC.

A cell at No. 12, Queen's Road Central, will prove to consumers that they cannot do better than deal only with

H. PRICE AND CO., LTD.

WINE and SPIRIT MERCHANTS.

Telephone No. 237.

Established 1860.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 31 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Discontinue with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 1ST.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 3RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 13TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.70.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £41.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. ORRADOOK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI	NAMSANG	FRIDAY, 1st July, Noon
MANILA	YUENSANG	FRIDAY, 1st July, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kuising*, *Namsang* and *Yuehsang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 20th June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"OHEKIAN"	23rd June 4 P.M.
SWATOW, TSINGTAU, CHEFOO, &c.	"HUICHOW"	23rd " Noon.
MANILA, ZAMBOANGA & AUSTRALIA.	"TAIYUAN"	25th " 4 P.M.
SHANGHAI	"LINAN"	26th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Asahi*, *Chosen*, *Linan*, *Chinkai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai, direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 50. Hongkong, 21st June 1910.

AGENTS.

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Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,051	WEDNESDAY, 29th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 13th July, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 22nd June, at 10 A.M.
KEELUNG via SWATOW and AMOY	"SOSHU MARU" Capt. H. Mori	WEDNESDAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Kaboraki	THURSDAY, 23rd June, at 10 A.M.
TASMUI v. SWATOW & AMOY	"DAIYIN MARU" Capt. Y. Kaboraki	SUNDAY, 26th June, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 20th June, 1910.

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Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE."

Captain Barrett will be despatched as above on or about 22nd inst.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 11th June, 1910.

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Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BARATIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARADIA."

Captain S. Burcham, carrying 11,000 tons, will be despatched on SATURDAY, 25th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malaya*, 10,883 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Aradia*, due in London on 7th August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th June, 1910.

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SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOKIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,000,000 \$500,000	\$201,028	\$2.50 for half year ending 31.12.09 @ 2 1/2	4 1/2 %	\$201 sales \$189 10/-
National Bank of China, Limited	99,975	7	20	\$4,000 \$3,000	\$10,352	\$2 (London 1/2) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$244,185 \$1,255,815	none	\$10 for 1908	6 1/2 %	177 1/2 sellers
North China Insurance Company, Limited	10,000	2 1/2	25	Tls. 255,000 Tls. 255,000 Tls. 255,000	Tls. 207,573	Final of 7/8 making 15/- for 1908	5 1/2 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$194,448 \$805,552	\$207,584	Final of \$20 per share, making in all \$30 per share for 1908 and an interim dividend of \$10 per share for 1909	6 1/2 %	\$820 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$204,405 \$795,595	\$707,637	\$12 for 1908 and interim of \$3 for 1909	7 1/2 %	\$105
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$311,111 \$688,889	\$41,406	\$6 and bonus \$2 for 1908	7 1/2 %	\$114
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$146,000 \$1,354,000	\$46,218	\$27 for 1908	8 1/2 %	\$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$17,743 \$250,000 \$132,257	Dr. \$3,777	\$2 1/2 for 1906	...	\$7 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	NIL	2 1/2 for year ending 30.6.1908	...	\$52 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$507,000 \$101,145 \$405,855	\$11,766	Final of \$1 1/2 for account 1910	8 1/2 %	\$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	\$10,000 \$240,000 \$230,000	\$15,755	6/- for 1907 on Preference shares only @ 1/2 on 1/10/06 = \$3.15	...	\$66 buyers
Do. Do. (Deferred)	60,000	65	65	\$10,000 \$240,000 \$230,000	\$15,755	2 1/2 for year ending 30.6.1908	...	\$52 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$10,994	Final of \$1 1/2 for account 1910	8 1/2 %	\$32 sales
"Sino" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$1,159	\$1.75 for year ending 31.1.06	...	\$30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$52,000 \$468,000	Dr. \$8,090	\$10 per share for 1909	5 1/2 %	\$167 1/2 sales \$167 buyers &
Luton-Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$115,891	\$3 for 1897	...	\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,308	Tls. 10 for year ending 31.8.09	...	Tls. 950 sellers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$21,000 \$21,000 \$21,000	\$1,435	Final of 1/6 making 3/- for 1909	9 1/2 %	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Ramb Australian Gold Mining Company, Limited	150,000	1/10	1/10	\$1,178	none	\$1 per share 13th dividend	5 1/2 %	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$10
DOCKS, WHARVES & GODOWNS.								
Farwick (Gao.) & Co., Limited	18,000	\$25	\$25	\$21,075	Dr. \$8,460	\$1.75 for year ending 31.1.06	...	\$30
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$3,000 \$547,000	\$26,847	\$2 1/2 for 1909	4 1/2 %	\$57 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$12,000 \$12,000 \$12,000	\$12,765	Interim of \$1 1/2 for account 1909	...	\$54 1/2 and 50
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,561	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 60,000 Tls. 100,000 Tls. 160,000	Tls. 9,222	Final of Tls. 4 for 1909	7 1/2 %	Tls. 118
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500 Tls. 2,500 Tls. 2,500	Tls. 4,214	Tls. 5 for year ending 30.12.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$50,123 \$50,123 \$50,123	\$14,641	\$1.20 on old and 60 cents on first new issue	8 1/2 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	\$12,000 \$12,000 \$12,000	\$1,777	\$2.60 on old shares and 1.30 on new shares	2 1/2 %	\$107 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$100,000	Interim of \$2 for account 1909	7 1/2 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$150,000 \$150,000	\$15,471	45 cents for 1909	6 1/2 %	\$84 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$269	\$2 1/2 for 1909	8 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,125,045 Tls. 30,000 Tls. 1,155,045	Tls. 65,069	Final of 6 1/2 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.25 for account 1909	8 1/2 %	\$40 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	Tls. 1,000,000 Tls. 4,000 Tls. 996,000	Tls. 10,091	Tls. 11 for year ending 31.12.09	8 1/2 %	Tls. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$125,000 \$125,000 \$125,000	\$9,552	50 cents for year ending 31.7.08	8 1/2 %	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,171,000	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09	12 1/2 %	Tls. 62
Lao-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 12 1/2	none	Tls. 4,259	Tls. 6 for 1909	7 1/2 %	Tls. 74
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	Tls. 31,178	Tls. 31,178	Tls. 25 for 1909	10 1/2 %	Tls. 250
MISCELLANEOUS.								
Bell's Asbestos & Earth Agency, Limited	8,604	12/6	12/6	\$1,500 \$40,000 \$38,500	\$2,648	15 % for share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	\$1,128	60 cents for 1909	6 1/2 %	\$10 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,128	60 cents for year ended 31.12.05	...	\$10 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$125,000 \$125,000 \$125,000	\$12,500	80 cents for 1909	9 1/2 %	\$88 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000 \$1,000	\$1,380	\$1.50 for year ending 31.7.09	6 1/2 %	\$10 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000 \$1,000 \$1,000	\$4,000	Final of 40 cents making in all 75 cents per share for 1909	10 1/2 %	\$74 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$1,798	14 per cent. via \$1.40 for 1909	10 1/2 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$7,616	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2 %	\$10 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$9,176	Final of \$2 for 1909	6 1/2 %	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 34,500 Tls. 34,500 Tls. 34,500	Tls. 116,683	Final of \$1 making in all \$2 for 1909	9 1/2 %	\$20 sellers
Mattechappi (or Mijia, Boco) Land and Building Co., Ltd.	25,000	Gs. 100	Gs. 100	Tls. 6,154	Tls. 116,683	2nd interim dividend of Tls. 1 1/2 for 1909	4 1/2 %	Tls. 1,450 for 2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000 \$20,000 \$20,000	\$3,014	80 cents on fully paid shares and 20 cents on 1/2 paid shares for year ending 30.4.10	15 1/2 %	\$14 1/2 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	5 1/2 %	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	Tls. 14,510 Tls. 7,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2 1/2 %	Tls. 240 sellers
Shanghai-Summit Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	none	none	First year	...	\$35 sellers
Societe des Papiers et Papeteries du Tonkin	13,200 Benefit shares 1,800	50 Currencies	25 Currencies	none	none	None	...	\$100 currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$11,006	None	...	\$45 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$17,86	10 % for year ending 31st May 1910	10 1/2 %	\$10
Union Waterworks Company, Limited	50,000	\$10	\$10	\$50,000 \$50,000 \$50,000	\$5,000	60 cents for year ending 31.12.09	8 1/2 %	\$5 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$45,000	\$248	60 cents per ord. share for year ending 31.12.09	5 1/2 %	\$11 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,041	25 cents for 1909	...	\$20 sellers and 1/2
Watson (S.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$2,000	\$4,013	None	...	\$24 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$782	None	...	\$3 sellers

Intimations
COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882 CAPITAL \$3,000,000



"LA FLOR DE LA ISABELA."

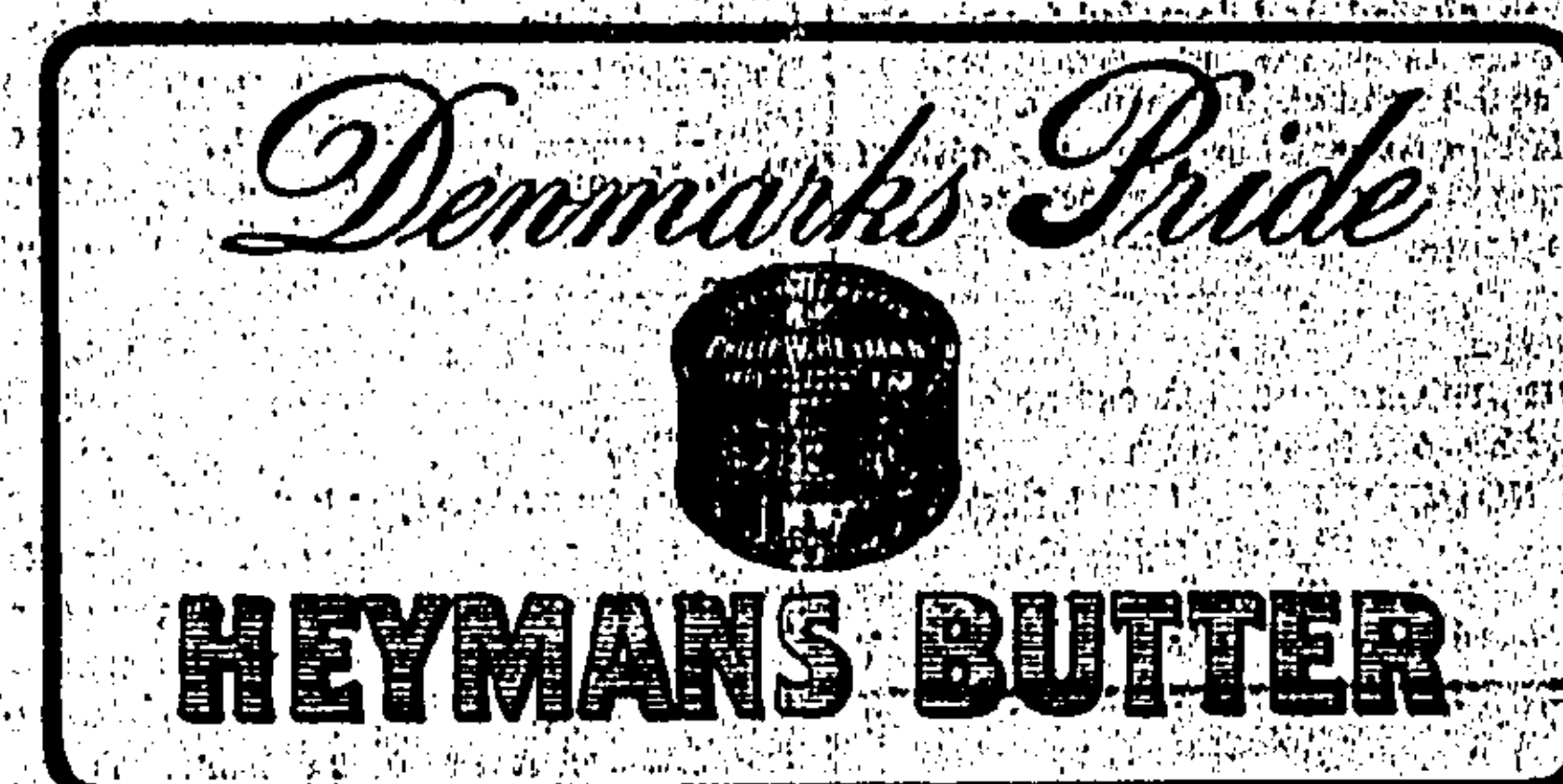
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfector Espaciales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES

BARRETTO & CO.,
AGENTS



SIEMSEN & CO., Sole Agents

49

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON,
(Proprietor.)

Hongkong, 7th Jan., 1910.

16

HOTEL CRAIGIEBURN.

Plunkett's Gap, the Peak, near the Tram-terminus Tel. 55.

For Terms, &c., apply to the

MANAGER

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Intimations

F. BLACKHEAD & Co.
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS
GENERAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY FINE
DANIEL'S PATENT MOTOR
LAUNCHES.
Sole Agents for
FERGUSON'S SPECIAL GRAM
P. & O. SPECIAL LIGHTER FOOTON
WHISKY &c.

A TOO STABLE
LIGHTON HILL ROAD
(next to No. 7, Police Station)

HAS established a SHOEING FORCE at
Police Station, Road, where shoes and
shoing can be had by EXPERIENCED
SHANGHAI FARRIERS by arrangement.
Shoing of Horses and Eastern style under
taken at Kowloon on receipt of Order
Instructions. PRICES
At the stable or anywhere in Hongkong,
\$1 per animal.
At Kowloon, \$1 per animal.
A TOO STABLE
Lighton Hill Road
Hongkong, 11th March, 1910.

LEE YEE

HAIR-DRESSING SALOON

HAI ALWAY ON HAND

CIGARETTES CIGAR

TOILET ESSENTIALS

TOILET ESSENTIALS

TOILET ESSENTIALS

TOILET ESSENTIALS

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